



Service Bulletin

Bulletin No.: 21-NA-215

Date: November, 2021

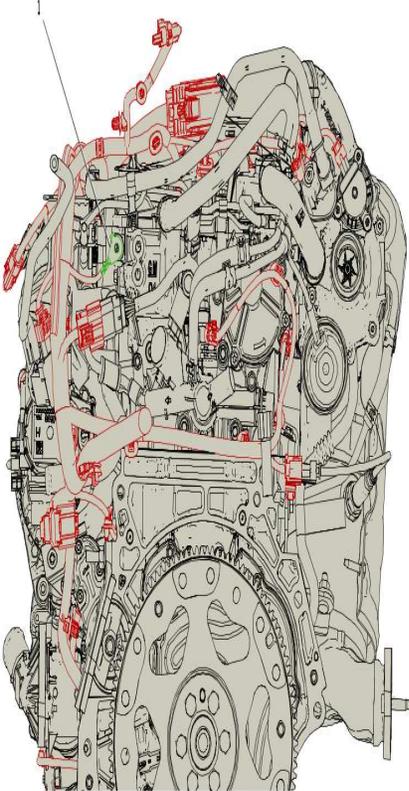
TECHNICAL

Subject: Pop Noise Heard on Heavy Acceleration Only, Lack of Power When on the Highway, Stall- Multiple DTC's or No DTC's Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	Encore GX	2021	2022			LIH L3T	
Chevrolet	Trailblazer (VIN M)						

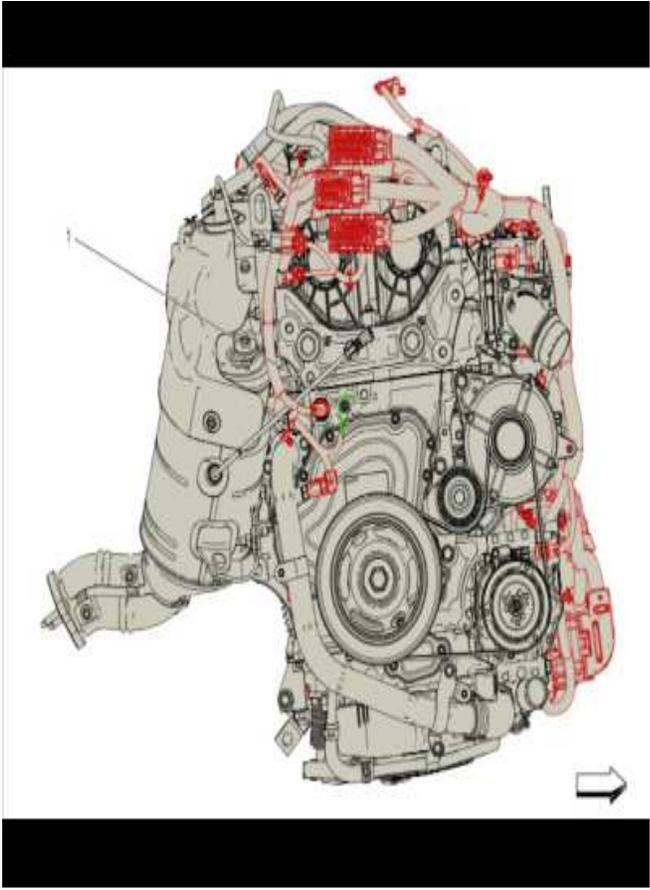
Involved Region or Country	North America
Condition	<p>Some customers may comment that a pop noise can be heard on heavy acceleration from the engine area.</p> <p>Some technicians may find NO DTCs, or one or more of the following DTCs set:</p> <ul style="list-style-type: none"> • ABS U0100:Lost Communication with Engine Control Module • ABS U0140: Lost Communication with Body Control Module • ABS U026A:Lost Communication with Frontview Camera Module • ABS C2A07:Engine Control Module Indicated Torque Interface Failed • BCM U0100:Lost Communication with Engine Control Module • ABS U0151:Lost Communication with Restraints Control Module • ABS C0501:Steering Assist Control Actuator Return Circuit • ABS P0606:Control Module Processor Performance • ECM U1346:Engine Control Module LIN Bus 2 • ECM U060F:Lost Communication with Mass Air Flow (MAF) Sensor Bank 1 • ECM P0102:Mass Air Flow (MAF) Sensor Circuit Low • ECM P0352:Ignition Coil 2 Control Circuit • ECM P0300:Engine Misfire Detected • ECM P0351:Ignition Coil 1 Control Circuit • ECM P228C:Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too Low • ECM P25A2:Brake System Control Module Requested MIL Illumination • EPS U0415:Invalid Data Received From Antilock Brake System Control Module <p>If no DTCs are set the technician may also find:</p> <ul style="list-style-type: none"> • GDS Engine Control Module (ECM) data shows Cylinder Knock Detected in all three cylinders. • All Ignition Coil Control Circuit High Voltage Test Status display 'Malfunction' when condition was present around 5k rpm under load.

Cause



G106 LIH ground wire location

5420987

	 <p style="text-align: right;">5925499</p> <p>G106 L3T ground wire location This condition may be caused by a loose ground located at G106 (1). – The G106 ground nut may not have been tighten to specifications from the factory.</p>
<p>Correction</p>	<p>Locate the G106 ground. Inspect the stud and replace if needed, then tighten nut.</p>

Parts Information

No parts are required for this repair.

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5486248*	Replace Stud and Tighten G106 Ground	0.5 hr

*This is a unique Labor Operation for Bulletin use only.

Version	2
Modified	Released September 24, 2021 Revised November 19, 2021 – Updated subject, added additional engine RPO, updated Condition Section, Correction Section, and Warranty Information Section labor operation description, added additional graphic

